REGISTERED No. [illegible]

The Bombay Gazette

No. 8,002.—New Series. BOMBAY:—MONDAY, SEPTEMBER 28, 1874.

BOMBAY GAZETTE.

Rates of Subscription to the *Bombay Gazette* are as follow:—

DELIVERED IN BOMBAY—*Delivered Yet.*

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Auctions, Sales by Auction, Wanted or Servants or Lodgings to Let, Changes of Residence, and Advertisements relating to any of these classes

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Advertisements Received up to 2.

All Orders, and other Remittances, payable to the "Proprietor of the

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched with H. M.'s Mails as follows:—

S.S. NIZAM, 2,756 Tons, October 5th.
S.S. LOMBARDY, 2,750 „ „ 12th, to Southampton.
S.S. HYDASPES, 2,884 „ „ 19th.
S.S. BOKHARA, 2,931 „ „ 26th to Southampton.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the steamers proceed direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but continue to proceed by Rail from Brindisi to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

Cargo can be shipped to the following places in addition to the usual Ports of call, viz.:—

At Muscat, Bussora, Lingah, Bushire, Gombroon, Ormuz, Muscat, Sohar, Timore, Odessa, Constantinople, Marseilles, Havre, London, Liverpool, and New York.

F. D. PARKER,
Acting Superintendent.

Bombay, 24th September 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 6th Oct. 1874, at 4 P.M., from Mazagon.

THE P. and O. Co.'s S.S. DELHI, 2,118 tons and 400 H.P., Captain M. Lue, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Aden and Calcutta.

No Cargo will be received on board after seven in the evening previous to sailing, and no Bills of Lading will be allowed without a Clearance of Custom, the duties amongst for which is not included in the Company's Office before noon, on Saturday, the 3rd Oct. 1874.

F. D. PARKER, Acting Superintendent.

Bombay, 21st September 1874.

CONSIGNEES of CARGO per S.S. PARSEE, arrived in Liverpool, are requested to APPLY for their BILLS of LADING and DELIVERY ORDERS, after inspection and countersignature, and to TAKE DELIVERY of their respective GOODS.

No claims for damage or short delivery will be admitted unless any such claims are made before the Cargo has been cleared from the Vessel.

W. & A. GRAHAM & Co,
Agents s.s. Parsee.

Bombay, 24th September 1874.

SALES BY AUCTION.

JEHANGEER HORMUSJEE & COMPANY'S No. 12, APOLLO STREET, FORT.

On WEDNESDAY next, the 30th inst., at 1 P.M., Messrs. JEHANGEER HORMUSJEE and Company, will hold their usual weekly Auction Sale at their Rooms, No. 12, Apollo Street, Fort, viz.:—

Table and lamp, gilt table plates, flat and [illegible] pieces with tray, champagne glasses, plated cruet and liquor frames, perfume vases, [illegible] of plated spoons and forks, [illegible] very handle harness and [illegible], plated ice-pail [illegible], telescope, [illegible] writing box, iron grids, pony [illegible], &c.

[illegible] assorted colour leaf pencils, [illegible] money purses of skins, [illegible] Yale locks, [illegible] 2 table and knife dinner sets, each complete for 12 persons, [illegible] set of furniture consisting of blackwood [illegible] sofa, [illegible] couch, [illegible] side boards, [illegible] carved tables, [illegible] cane easy chairs, [illegible] tables, [illegible] chairs, [illegible] &c.

Also a quantity of [illegible] and colour [illegible] good such as grey flannels, [illegible] jaconets, prints, cambrics, [illegible] grey shirts, &c.

TO BE SOLD ON COMMISSION.

Fireproof iron safes.
New fresh Dutch cheese.

JEHANGEER HORMUSJEE & Co.

Bombay, 24th September 1874.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of Valuable and Tasteful Household Furniture, Boat fitted Sofa Couches, Chandeliers, and Full-toned Pianos, &c., &c., at No. 4, Clare Road, Byculla.

On TUESDAY the 29th instant, at 1 o'clock, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the above premises, the valuable and handsome Household Furniture, Plated, Glass and Porcelain [illegible] the property of Micheal Kelly, Esq., the [illegible] is relinquishing [illegible] viz.:—

[illegible] drawing, dining, and bed room chairs, [illegible] tables, [illegible] centre tables, [illegible] Cashmere and Kidderminster carpets, [illegible] mirrors, [illegible] chandeliers, [illegible] lamps, [illegible] Venetian blinds, [illegible] fenders and fire irons, [illegible] Lady's and Gent's [illegible] with [illegible] and [illegible] Bedsteads and Mattresses, [illegible] Cabinet, [illegible] Wardrobe, [illegible] Chest of Drawers, [illegible] Washhand Stands, [illegible] Dressing Tables, [illegible] Cheval Glasses, [illegible] Bedding, [illegible] Blankets, [illegible] Counterpanes, [illegible] Sheets, [illegible] Pillows and Bolsters, [illegible] Mosquito Curtains, [illegible] Table Linen, [illegible] Glass and Crockery ware, [illegible] Kitchen Utensils, [illegible] Cooking Apparatus, [illegible] Lady's [illegible] with [illegible] Cart, [illegible] Harness, [illegible] Saddle, [illegible] Bridle, [illegible] Whip, [illegible] Horse Clothing, [illegible] Grass Cutter, [illegible] Chopping Machine, [illegible] Gram Crushing Machine, [illegible] Iron Safe, [illegible] Boat fitted with Sofa Couches, [illegible] Oars, [illegible] Rowlocks, [illegible] Boat Cushions, [illegible] Boat Awning, [illegible] Boat Flag, [illegible] Boat Compass, [illegible] Boat Lamps, [illegible] Boat Hooks, [illegible] Boat Anchor, [illegible] Boat Chain, [illegible] Boat Rope, [illegible] Boat Fenders, [illegible] Boat Mast, [illegible] Boat Sail, [illegible] Boat Rudder, [illegible] Boat Tiller, [illegible] Boat Oar, [illegible] Boat Paddle, [illegible] Boat Bucket, [illegible] Boat Sponge, [illegible] Boat Soap, [illegible] Boat Towel, [illegible] Boat Comb, [illegible] Boat Brush, [illegible] Boat Mirror, [illegible] Boat Clock, [illegible] Boat Watch, [illegible] Boat Chain, [illegible] Boat Key, [illegible] Boat Lock, [illegible] Boat Hasp, [illegible] Boat Staple, [illegible] Boat Hinge, [illegible] Boat Screw, [illegible] Boat Nail, [illegible] Boat Rivet, [illegible] Boat Bolt, [illegible] Boat Nut, [illegible] Boat Washer, [illegible] Boat Spring, [illegible] Boat Wire, [illegible] Boat Cord, [illegible] Boat Twine, [illegible] Boat Thread, [illegible] Boat Needle, [illegible] Boat Pin, [illegible] Boat Button, [illegible] Boat Buckle, [illegible] Boat Strap, [illegible] Boat Belt, [illegible] Boat Braces, [illegible] Boat Garters, [illegible] Boat Suspenders, [illegible] Boat Handkerchief, [illegible] Boat Cravat, [illegible] Boat Tie, [illegible] Boat Scarf, [illegible] Boat Pin, [illegible] Boat Ring, [illegible] Boat Bracelet, [illegible] Boat Necklace, [illegible] Boat Earring, [illegible] Boat Brooch, [illegible] Boat Locket, [illegible] Boat Chain, [illegible] Boat Watch, [illegible] Boat Key, [illegible] Boat Seal

...NCE.

...48 tons, Captain J. Thompson, ... Sunday last from Rangoon ... timber. The vessel is ... & Co.

...ons, ... Captain T. Harrison, ... on the 25th ... from Liverpool ... ing at Malta ... Said, via ... following ... 109 packages ... padlocks, 1 ... and 25 ... spirit, 331 packages cotton piece ... 20 packages ... safe, 208 ... 24 packages coke, ... bundles ... 20 packages corks, ... boxes tin ... 124 boxes soap, 60 packages ... bricks, 36 cases glass, 320 ... 100 kegs red lead, 500 barrels coal tar, ... packages machinery, 295 packages tobacco, 50 ... nails, 18 tons coals, and many other packages ... merchandise. The vessel is consigned to Messrs. W. and A. Graham and Co.

ARRIVALS.

Sept.	Vessel.	Commander.	From.
26	Hahneman	Thompson ...	Rangoon, July 25.
27	Fernie (s)	Shevill	Calcutta, Sept. 14.
27	Mersey (s)	Yeowick	Aden, Sept. 17.
	Moravian	Urquhart ...	Mauritius, July 29.
	Shah Jehan	Bogard	Mauritius, Sept. 9.

DEPARTURE.

Sept.	Vessel.	Commander.	Destination.
25	Calcutta (s)	Melvill	P. Gulf via Kurrachee.

CALCUTTA.

ARRIVALS.

22	Dorothea	Sharp	Cardiff, May 1.
	Agra (s)	Mauger	Rangoon, Sept. 18.
	Ava (s)	Stewart	Rangoon, Sept. 18.
	Clarence	.....	Bombay, Sept. 1.

DEPARTURES.

	[illegible] (s)	.....	.....
	[illegible]	.....	.....
	Sir John Lawrence ...	.....	.....
	Wanderer	.....	.....
	Lady Palmerston	.....	.....
	Indus	.....	.....
	Havelock	.....	.....
	Rosalie	.....	.....

MADRAS.

ARRIVALS.

Sept.		
23	Palmyra	Liverpool.
	Mary	Bombay.
24	Marchioness of Londonderry	Colombo.

DAILY IMPORTS.—SEPTEMBER 26.

FROM LONDON.

Tiverton, 17 cases ginger wine, and 12 cases of ginger bitters, Mirzanjee Cowarjee and Co.

Ethiopia, 5 cases paper, Byramjee Shapoorjee; 5 cases printed books, and 5 bales printing papers, Higginbotham and Co; 75 cases patent fuse, Maneckjee Nowrojee; 1 case cochineal, Dossabhoy Hormujee Cama and Co.

FROM GENOA.

Persia, 2, 50 cases brandy, Muncherjee and Elulgee Bomanjee; 400 cases brandy, Nusserwanjee Anajeedjee; 150 cases brandy, Sorabjee Merwanjee and Co.; 70 cases brandy, Sorabjee Cowasjee; 20 cases brandy, Sorabjee Cowasjee Comerigur; 2 casks wine, 3 hogsheads red wine, 1 case corks, 1 hogshead and 25 cases claret, and 10 cases brandy, William Watson and Co.

DAILY EXPORTS.—SEPTEMBER 26.

FOR LIVERPOOL.

Madan Moore, 800 cwts. goat hair, Bhaimoobhoy Mahamed.

Paramee s, 275 cwts. gall Rorchund Manockchand; 221 cwts. ... S. D. Cursetjee and Co; 200 ... 24 packages coker, ... bundles ... 20 bales wool, Nursey Wadiadas; 10 ... Nurse Kantoo; 20 bales wool, and 1 ... Framjee Perjee; 20 bales cotton, Mugga Moos ... 50 bales cotton, Luckmedas Narran; 3 bales cotton, Knox and Co; 65 bales cotton, Nusserwanjee Khursetjee.

FOR ANTWERP.

Moultan s, 15 bales ... Abdoolhoyson Osman.

FOR HAMBURG.

Annam s, 770 ... Rahimtoola, Ismail, Latham & Co.

FOR GENOA.

Persia, 22 bales hides, C. Sigg & Co.

FOR LONDON.

Persia s, 64 cwts. ... 10 bales ...

FOR PORT SAID.

Persia s, 18 dubbs ghee, Isaac Sallay.

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

Madras Moore, Steamer ... Mackinlay & Co.

FOR CALCUTTA.

1520 Allerton, Steamer ... Cockburn.
1311 Belmore, Steamer ... Scrimgeour & Co.
1240 Wimbledon, ... Lanham.

[illegible]

1 ... Barmah, Nicholson—P. Hormusjee & Sons.
1061 Calliss, Williamson—Owen and Co.&c.
[illegible]
1334 Hope, Thomson—Wallace & Co.
[illegible] Hope, Fairbase & Co.
[illegible] Ocean Lord, Lennox—Wood & Co.
[illegible] Rama Captain, [illegible]—Treacher.
[illegible] The Sapphire, Barker—Gray, Mackenzie & Co.
[illegible] Waldaw, Borland—
1159 Thurston, Grieve—Hill.
1122 Thomas, Jones—Wallace & Co.
1054 Tweed, Steamer, Williamson—Mackinnon, Mackenzie & Co.
1021 Wanderer, Winter—Mackinnon, Mackenzie & Co.

[illegible]

STEAMERS

FOR CEYLON AND PORTS.

[illegible] Steamer—P. & O. Co.
[illegible] Steamer, [illegible]—P. & O. Co.

FOR LIVERPOOL.

698 Parana, Brooks—Wallace & Co.

FOR ADEN, JEDDO, AND MOCHA.

[illegible] Steamer—Lessons Khalee.

FOR CHINA, PORTS AND COAST.

[illegible]

COUNTRY TRADERS.

FOR DIU.

[illegible] Sultan Bashe.

FOR MANGROL AND VERAVAL.

[illegible] Dhow Dreamer, Nanjee Hansraj.

FOR MUSCAT AND SOOHAR.

[illegible] Schooner, Hallidie.

FOR PORBUNDER.

[illegible] Grab Curreem, Hoosen.

ROYAL NAVY AND BOMBAY MARINE.

[illegible] Jamuna, (R. N.)
700 Cyclops, Gunboat—
150 Constance, Gunboat—Schoen
[illegible] Hannah, Dockyard Tug.
1000 Dalhousie, Wartime—
137 Magpie, Harbour—(R. N.)

HIGH COURT.—2ND A[illegible] SESSION.

Before the Hon. Sir [illegible], Knight.

[illegible]

[Before the Hon. Mr. Justice BAYLEY.]

For further details see Original Side Report.

755-66 [illegible]—Shankarshet [illegible] L. H. Basker—
[illegible] Counsel.

[illegible] Bowcy—Shantaram Ramji [illegible] Rattan, Colah and others—Inspection and [illegible]
770-72—[illegible] Framjee Hurrychund Lodpotsing and others v Jethmund Thoomul and others—Travelling and Bowcy.
[illegible]—Mr. Fischer—Surgeon-major Wilson v Shamji Ramji and others—In person.
[illegible]—[illegible] and Co—Gowasse Shirl Gurbarji v Manockjee Cowasjee Shapoorjee and others.
85-74—Hearn and Clarke—[illegible] &c. v. Rustomjee Rughoonath and [illegible] hund.
770-75—Jefferson and Payne—Rahimtoo Jamal v Jumna Khee wife v [illegible] Dhanraj Pandoorai.

Before the Hon. Mr. Justice MARSHALL.

LONG CAUSES.

105—Rimington, Hord and Lindley—Balajee Babajee v Talooji Vithal Samut and another—J C Campbell, Lysell and Ormiston—Cawasjee Muncockjee Framjee and Cowasjee and Smith—Chalk and Turner.
[illegible]—Cowasjee and Cleveland—Kadarbhoy Premchund v Bappooje Narayen.
[illegible]—Shapoorjee and Tuscadas—Joosub Hasse Jaffer Moosajee and Hoosainbhoy—Macfarlane and Skipsey.
232-71—[illegible] and Soyani—Mistri Visram Gangjee v [illegible] Abdeen.
233-71—[illegible]—Daddamoy Dhunjee v Ahmed [illegible] Dadabhoy.

[Before the Hon. Mr. Justice PRINSEP.]

SHORT CAUSES.

365-74—Macfarlane and Skipsey—Cama [illegible] v Thomas White and another—Procedendo and Master. —Part heard.
[illegible]—Tyabjee and Sayani—Dowsee Peerbhoy v Captain [illegible]—Reeve and Chesshire—Part heard.
[illegible]—Tyabjee and Sayani—Sunjeeva and Tuscadas—Sunjeeva Bomanjee v [illegible] Doonjeebhoy—Inspection, Hore, and Langley.
[illegible]—Mr. Fleiscus—Bai Jadow, widow of Tribhovan Dayjeemun—Tyabjee and Sayani.
[illegible]—Malik Khan—Narayn Dajeenath and others v Ramchund Dinanath—Tyabjee and Sayani.
[illegible]—M B Barbhaya—Ebramjee Noorbhoy and another v Moosajee Hassanjee—Tyabjee and Sayani.
[illegible]—Macfarlane and Co.—Sunjeeva Bomanjee v Fattehchand Hajee Mahomed Currim—Inspection and Sayani.
[illegible]—Shapoorjee and Tuscadas—Framjee Manockjee Mistry and others—M B Barbhaya.

MILITARY INTELLIGENCE.

His Excellency the Commander-in-Chief having authorized the formation of classes at Umballa and Lucknow, with the view of qualifying officers as Instructors in Gymnastics and Fencing, Commanding officers desirous of sending an officer for this purpose, are requested to submit applications to the Adjutant General's Office, Simla, through the General Officer commanding the division or district in which they may be serving, in view to selections being made. The class of officers will be limited to six in number, and will be formed on the 1st November 1874 at Umballa, and terminate on the 15th April 1875. Only such officers as are considered by the medical officer of their regiment to be physically fit to undergo the course, will be allowed to attend, and a certificate of fitness should accompany each application. The officers attending the class will be under the orders of the Inspector of Gymnasia, or such officer as may be acting for him during his absence from Umballa.

The officers selected will travel at the public expense.

The class of non-commissioned officers will be formed at Umballa, at the same time as stated above and at Lucknow from the 15th October 1874 to the 15th April 1875.

ARRIVALS.—SEPTEMBER 23.

Garratt, Veterinary Surgeon, Bengal 6th Hussars, on duty, from Lucknow.

SEPTEMBER 24.

Bell, Captain, Brigade Major, on leave, from Poona.

DEPARTURES.—SEPTEMBER 26.

Campbell, Captain, Royal Engineers, [illegible], to Roorkee
Dent, Captain, 40th Regt. N.I., on leave to ——
Barker, Surgeon, Medical Department, on duty, to Sukkur.

SEPTEMBER 27.

Bell, Captain, Brigade Major, to rejoin, to Poona.

BOMBAY ARMY ORDERS,

By His Excellency the Commander-in-Chief.

Adjutant General's Office, Head Quarters,
Poona, 26th September 1874.

With reference to G O C No. 488 of 1871, it is notified for information and guidance, that Sub-Lieutenants [illegible] such may have been promoted [illegible] entitled to free conveyance for their wives and families on [illegible] ships, prior to leave of the other ranks of the regiment [illegible] especially accounted to married officers on the commissioned establishment.

With reference to G O C No. 85, 22nd instant, Brigadier General Kirby is posted to the Sind District with effect from 7th October.

With reference to G O C No. 586, 14th instant, G O C No. 541, 20th [illegible] rescinded.

The first part of G O C No. 427, 11th July [illegible] Lieutenant [illegible] to officiate [illegible] Sub-Assistant Commissary General [illegible] Division Staff is cancelled.

Captain [illegible] is transferred [illegible] General [illegible] for duty, on the 23rd September 1874—

Captain Campbell, Royal Engineers, Deputy Superintendent Survey,

Instructional officers are reported to have passed the [illegible] courses of instruction in England on the [illegible] As [illegible] Lieutenant H F Elsey, 8th Regiment, Adjutant 2nd Sind Horse.

The appointment of Sergeant Henry Richards of the Ordnance Department in G O C No. 486 of 7th ultimo is cancelled.

Gunner Corporal John Collins, 9th Brigade Royal Artillery, is appointed to the Ordnance Department and is directed to the Arsenal Lucknow.

The following Recruiting party is authorized:—

[illegible] 25th or 2nd Battalion Northumberland Fusiliers—

To Upper Sind and the Punjaub—1 Sergeant, 2 Privates.

The following order is confirmed:—

Lieutenant and Adjutant [illegible] 2nd Battalion 15th Regiment, to be Lieutenant, from the 1st September 1874, vice Lieutenant H T Smith, Assistant Instructor of Musketry, [illegible] from the 31st December.

Lieutenant [illegible] Bombay, on medical certificate to Europe.

The leave granted to the [illegible] Lieutenant-Colonel F L Mackeson, Political Commissioner, Kohistan, for [illegible] 15th June 1874 should have been [illegible] to 15th April 1875 at Poona, 15th April at Umballa.

[illegible] Surgeon W Goodfellow, [illegible] Bombay, on medical certificate to Europe.

[illegible] final certificate to Europe.

The leave granted to the [illegible] Lieutenant-Colonel F L Mackeson, Political Commissioner, Kohistan, for [illegible] 15th June 1874 should have been [illegible] to 15th April at Poona, 15th April at Umballa.

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BENGAL GOVERNMENT ORDERS.

By the Lieutenant-Governor of Bengal.

(*Calcutta Gazette*, September 23.)

Mr Henry James Newbery is appointed [illegible] temporarily as Joint-Magistrate and Deputy Collector of [illegible] from the date on which he may [illegible] the charge of [illegible] Mr Livesay.

Mr Henry John Chichester, [illegible] Mr [illegible] is appointed to act [illegible] Mr Beverley, [illegible] Mr Beverley [illegible] Mr Beverley [illegible] Mr Beverley

INTELLIGENCE

...TER'S TELEGRAM...]

...WEEKLY COTTON REPORT.

LONDON, 25TH SEPT., NOON.

Sales of Cotton ..... 81,000 bales.
Surats 22,000
...ican Cotton ..... 60,000 "
...ceived 31,000
...Cotton ..... 176,000 "
...ports ..... 289,000 "

...here is steady demand during the week for ...tion of Dholleras and Oomra, which have ...

LONDON, 25TH SEPT., AFT.

...pool Cotton Market closed quiet. Surats ...ninal.

...Cotton Market has been dull.

...at 8 3/16.

...Market has been quiet but steady.

...ings ..... 7s.
...ds, for account ..... 8s 3d.
...ch ..... 1s.
...ds, for account 92½
...ench Rente, 1872 100
...ish 87½

...from Poona that the Hon. Mrs. Bonar ...ing house soon.

...e month of July last, 18,705 maunds ...alued at Rs. 2,61,620, were exported ...Burmah.

...ectors of the Bank of Bengal, at ... on Thursday, made no alteration ... interest or discount.

...that the Commissariat are causing ... "European stores" and "mules" ... for the Indus Expedition.

...e production of the precious metals ... the world during 1873 is estimated ... worth nearly £14,000,000.

...H. FITZGERALD, Military Secretary to ...ment of Madras, goes to Europe on ... December; but it is not as yet known ... his successor.

...ine Relief Committee has, we see, ... sum of Rs. 50,000, applied for, to ... Charitable Society, and Rs. 3,000 ... Soojee Scire for the orphanages under ...

...Assistant Post Master of the Murree ...received on Tuesday last at the Dak ... failure, on a charge of criminal breach of ... public servant. The prisoner was ... to Murree in charge of an Inspector of ...

...a paper says that masters of vessels ... have received the usual notice to be ... for foul weather, to lower their top-... s, and have the decks clear. The ... continues to be over-cast with clouds, the ... from the north.

...Master, of the Topographical Sur... Department, in charge of the Garo H... District, is recommended by the Secretary of ... in a minute endorsing the approval of ... the Government of India, to his services on the ... Survey next season.

...of the Bombay Legislative Council ... will be held at Poona on Friday next, when it is ... that the Indian Registration Bill and the Watchmen's ... Bill will be added to the list and passed. The ... members will experience a strange dearth of ... from the Wattandars Bill, which ...

...Daily News tells us that a party of ... consisting of M. Fleuriais, ... French Navy, M. Blanchard ... arrived at Batoghur, (where ... that ... from mail to Sunday, the ... observations of the ... Venus ...

...of the Government of India ... and defence of the North-West ... Frontier ... appreciation of the ... services rendered by Major Hanna, Mr. Henry and their companions in the recent survey operations.

...correspondent mentions that ... leaves Bajcote on the 3rd ... instant for a tour, and will meet Mr. ... on the 1st November, where he will ... charge of the Political Agency ... Colonel Anderson is about to ... on a visit to friends and admiring friends.

...assays conducted at Calcutta, on ... ore brought from Mainpuy ... coast of British Burmah, have ... thirteen ounces of silver in a ton ... the ore, and veins of galena in which ... is found to be from six to ... but its depth is not known.

...Bengali, Peary Mohun Dass, who ... suffering an Armenian, by ... at Wellington Square, Calcutta, ... convicted of the capital offence at the ... sessions of the High Court, and found ... guilty of a minor count. He was sentenced to ... six months' imprisonment only.

...published accounts of the Cen... Relief Committees wo... see that the ... of public subscriptions and Govern... contributions received up to date was ... Rs. 7,30,81,1-10 ... spended, leaving Rs. 3,66,7,8-4 in ... outstanding - Bombay ...

...son of Sir Charles Wodehouse, ... Excellency's Private ... in the form of Mr. Wyllys Warner, ... to his substantive appointment as ... Inspector in Berar, is ... Governor and his former ... they have "differed" in their ...

...ion received in Bombay that all ... employed in the Ordnance factories ... discharged, and the machinery ... to Kirkee ...

...Bombay News tells us that it is ... that Mr. Justice Loch will ... Poona on Friday next, when it is ... the Indian Registration Bill and the Watchmen's ... Bill will be added to the list and passed. The ... members will experience a strange dearth of ... from the Wattandars Bill, which ...

...Bombay

[illegible]nment of India, now
[illegible]or, hand, Sir G. [illegible]
[illegible]gonsey, Mr Arbuthnot,
[illegible] Maine are decidedly in
[illegible] gauge, and of upholding
[illegible]e Government. [illegible]
[illegible]out of doors,' the extremely
[illegible]public mind on all the essential
[illegible]ndian problems, is well known to
[illegible]this office. English experience and
[illegible]s of trade and of competition
[illegible]gly on men's minds the objections to a
[illegible]gauge,' that very naturally they are
[illegible]ing a great under the totally different
[illegible]dian traffic, and the non-existence of
[illegible]th whatever.
[illegible]gain, there is a vehement profes-
[illegible]'esprit de corps' among the older
[illegible]ool of engineers against the younger school who
[illegible]ave promoted the narrow gauge, and under whose
[illegible]uspices, to use Mr. Molesworth's words, there is a
"rapid progress of narrow gauge railways throughout
the world." A strong and almost unaccountable
"animus" is very evident throughout the discussion
before the Institute of Civil Engineers.

Lastly, there are strong commercial interests at work in favour of the broad gauge, because of its direct connection with companies who desire to get the construction of the new lines entrusted to themselves. The secretaries and shareholders of such companies bring their influence to bear on public men and on Members of Parliament.

On the other hand, there is no one to represent with equal pressure the interests of the Indian taxpayers. I cannot too strongly record my opinion that one of our chief dangers in India is finance, and that the existing revenue is not secured without great pressure on the agricultural classes, which constitute the great bulk of the people. The money laid out needlessly on a cumbrous and expensive gauge, would be much more profitably and safely expended on works of irrigation, or on extensions of railway on a more economical scale.

17th February 1874. (Signed) ARGYLL.

DISSENT by Sir T[illegible]RRY, concurred in by Sir [illegible]
[illegible]RINE, Bart., and Sir FREDERIC CUZ-[illegible]
[illegible], Bart., and Sir D. MACLEOD, Esq.

I dissent from the despatch [illegible]o. 20, dated 16th F[illegible]ary 1874,) overruling the recommendation of the G[illegible]vernment of India, that the Indus Valley Line should be completed without break of gauge.

This line is admitted to be the most important in [illegible] for strategic purposes, and the only justi-[illegible]fication for introducing upon it a break of gauge is, that the finances will not admit of the line being continued on the standard gauge with 60-lb. rail, and therefore that a three-feet-three line must be adopted.

But before this peremptory decision is arrived at, a [illegible] investigation ought to be made of the increased cost which the standard gauge would involve; and my firm belief is that on such an investigation being made by competent men, the increased charge resulting from the standard gauge would be so small, when the cost already incurred, and to be incurred with the guaran-[illegible]tee companies holding portions of the line, is deducted, as to make it wearing wholly insignificant.

When Lord Mayo's Government adopted the policy of making branch lines on a narrow gauge, I lived in India that they would be the means of opening lines for light traffic on an economic basis, but railway experience has since taught us, both in India and England, that branch lines for light traffic can be constructed almost, if not quite, as economically on the standard gauge as on a narrower gauge.

But the Indus Valley Line is a grand trunk which ought to correspond with the great main lines of communication on which nearly one hundred millions sterling have been expended, and is not, as the Government of India [illegible] an isolated line.

19th February 1874. (Signed) [illegible]

I concur in this dissent.
(Signed) H. B[illegible]
We concur.
(Signed) F. CURRIE.
ROSS D. MANGLES.

DISSENT by Major-General Sir WILLIAM F. BAKER, [illegible], concurred in by Major-General Sir R. C. RAWLINSON, K.C.B., LL.D.

I desire to record my dissent from the Despatch, dated 16th instant, No. 20, by which the Secretary of State has set aside the urgent recommendation of the Government of India, that the railway between Jacobabad and Lahore, of which more than one-third is already constructed on the standard gauge, should be completed on the same scale.

I am of opinion that this urgent recommendation, put forward after long and careful deliberation by the Government of India, which is directly responsible for the defence of the frontier, and adhered to in the face of the strongest expression of adverse opinion on the part of the Secretary of State, was entitled to more deference than it has received.

I believe that, both politically and financially, the retention of an unbroken gauge, as recommended by the Government of India, is preferable to the introduction of the metre gauge, between Karrachee and Lahore, as now positively enjoined by the Secretary of State.

Politically, it will not be denied that, for the defence of an important frontier, a railway of superior carrying power, and having an unlimited command of rolling stock, is more valuable than an isolated line of inferior carrying power.

Financially, though it is estimated by the Secretary of State in Council that the cost of making the railways from Kotree to Jacobabad on the metre gauge will be less than that of constructing the section between Kotree and Moolian on the standard gauge, yet a considerable deduction must be made from this estimated saving, on account of—

1st. The sacrifice of rolling stock provided for the existing section on the standard gauge.

2nd. The diminished carrying power of the sections consequent on their conversion from a superior to an inferior class of railway.

3rd. The probable cost of arrangements which must first be made with the reluctant guaranteed company to which these sections at present belong.

On broad financial grounds I believe the completion of an unbroken, and thoroughly efficient, railway along this important frontier would be the truest economy, while even on the narrower ground of economy first construction, I have shown that the annihilation of saving is in a great measure illusory.

I will not now recapitulate arguments in favour of the course recommended by the Government of India, which I have already put forward in full on this subject. Some of them are very forcibly stated in the 19th and following paragraphs of the Governor-General's Despatch of the 16th January 1874 to which the Secretary of State has now replied.

19th February 1874. (Signed) W. F. BAKER

I entirely concur in this dissent.
(Signed) H. C. RAWLINSON.

Dissent by Sir [illegible] MONTGOMERY, G.C.S.I., &c.

I dissent from the Despatch of the Secretary of State, dated 16th of February, No 20, directing that the Indus Valley line of railway should be constructed on the narrow gauge.

This line is the missing link of the great Trunk lines of India, to which one hundred millions have been spent, and which when completed would have connected with a uniform gauge every port, harbour, and military station in India with the frontier, and would have placed our military communications on a simple and sound basis.

It runs for upwards of 800 miles along the frontier of our vast Indian Empire. It is mainly a military and political line; the question is one of military security.

We cannot foresee future calls or what rapid concentration of troops may be needed.

[illegible]tions within without our border, or both at the same moment.

There is general concurrence amongst engineers, both in England and in India, as in military operations a break of gauge is a great evil; on such a frontier it may lead to disaster.

More than one-third of the line has already been laid down on the broad gauge and is immediately to [illegible] miles alone remain for construction. Moreover the works on the made portions have been adapted to the broad gauge; a change to a narrow gauge to begin with, must be money thrown away.

And when the broad gauge for 800 miles has been converted to narrow gauge, when rolling stock [illegible] has been [illegible] sacrificed, [illegible] concession has been awarded to the guaranteed company, it is a question whether any [illegible] saving will be effected.

The opinion of the Viceroy and his Council [illegible] is strongly opposed to the narrow gauge. The Viceroy must be the best judge of [illegible] the peace of the empire, and [illegible] the question of [illegible]

[illegible] are very decided and strong dissent from [illegible] which opposed to the views [illegible] must be the best judge [illegible] The dissentients [illegible] Bruce weakens the [illegible] of the Supreme Government in a dangerous and [illegible] frontier, along which a large military force is maintained for the security of empire.

(Signed) MONTGOMERY.

MINUTE by His Grace the DUKE OF ARGYLL, K.T.

Sir Erskine Perry [illegible] the wagon system as one often mast[illegible] by the advocates of the standard gauge, but it can be made [illegible] as the narrow gauge. This allegation is broken down whenever it [illegible] brought to the test of actual estimate and [illegible]

Mr of India does not pretend that this true. All he says is, that a [illegible] consulting engineer of that government reports, that the narrow gauge railway is intrinsically sufficient for all purposes, both civil and military, [illegible] the [illegible] of cost is so much [illegible] simply thrown away.

I desire, finally, to record my regret that a [illegible] of interference by the [illegible] House of Commons should have led to a partial and temporary re-opening of question which had been carefully considered and decided by the Government of India under Lord Mayo. There are strong [illegible] in this country [illegible] strongly [illegible] their [illegible] concession in Parliament engaged in favour of the [illegible] gauge system, and these interests, if allowed to operate, will too probably seek a still further extension of the broad gauge system, and a complete reversal of the wise and well-considered policy of Lord Mayo.

[illegible]ncentration of future lines on the cheaper system.

[illegible] Sir Erskine Perry, who has been the most persistent [illegible] against the policy, himself proposes so little [illegible] on the Indus Valley Line as of [illegible] strategic importance, that he was against making [illegible] at all [illegible] whatever [illegible] this is not sacrificed if the narrow gauge can be ma[illegible] (as is contested) amply sufficient for all purp[illegible] politic[illegible]

19th February 1874. (Signed) A[illegible]

Berkeley, September 1[illegible]—Gentlemen, I [illegible]

EUROPEAN EXTRACTS.

THE PONTIGNY PILGRIMAGE.

(TIMES' SPECIAL CORRESPONDENT.)

PARIS, TUESDAY, SEPT. 1.

In spite of the rather rough passage which we had between Newhaven and Dieppe to-day, I am happy to be able to inform your readers of the safe arrival thus far of the "advanced guard" of the pilgrims bound for Pontigny. By favour of its leaders I was allowed to accompany them in the special train and boat, and again to-morrow at an early hour I am to enjoy a seat in the "Pilgrim train" to St. Florentin, some six miles short of Pontigny. I shall therefore be able, I hope, to keep your readers *au courant* with the proceedings of this second expedition, keeping as closely as I can to facts, and expressing as little as possible of my own opinions.

Your readers are doubtless already aware that in spite of the present Pilgrimage having been preached in almost all the Roman Catholic pulpits for a week or two past, like a fresh crusade, and of the "faithful" having been duly prepared for it by the holding of *Triduums, Novenas*, and other courses of devotion more or less long, it has not equalled in its numbers that of last September. This is all the more remarkable as last year the Pilgrimage was led by a laymas, the Duke of Norfolk, while this year his Grace the "Archbishop of Westminster" is at its head, nominally at least, for it is no secret that the greater part of the labour of getting it up in respect of details has fallen on Monsignor Patterson, the President of St. Edmund's College, near Ware. Monsignor Patterson's zeal in the affair is no doubt all the greater as he is, in a special sense, a spiritual son of St. Edmund, or "St. Edme," as I am told I must call the Saint if I wish to be understood at Pontigny. It is possible that the falling off in point of numbers as compared with last year may be accounted for to some extent by the fact that the pilgrims had to leave England on a day so consecrated to sportsmen as the 1st of September, whereas last year they started on the 2nd of the month, and partly by the fact that no large contingent was brought up from the north of England by Bishop Vaughan, of Salford; possibly, also, as I find on mixing with my fellow pilgrims, the Roman Catholic body in general care more keenly for religious than for political questions. It was, therefore, an easier task a two months ago to put on a high-pressure and to get up the steam of enthusiasm on behalf of a dogma such as that of the "devotion to the Sacred Heart" than it is found to-day, when the chief object of the expedition is to make a demonstration on behalf of the spiritual authority of the Church against its own State, and to [illegible] redress action by the State. Looking at the history of St. Edmund, of Canterbury, as recorded by Lingard and Alban Butler, and even by Protestant historians, I cannot for a moment doubt, especially after all that I have seen and heard, by the way, that Dr. Manning and his coadjutors in this expedition have been led to select St. Edmund rather than Thomas à Becket any other occupant of the see of Canterbury, because in him we view the principle of "passive resistance" set forth as in a picture and exhibited in its most pleasing form, surrounded by a frame work of personal holiness and self denial which cannot fail to be attractive to Catholics and Protestants alike. It is obvious, however, to those who have been in the slightest degree initiated into the affair, and have peeped, as I have, behind the scenes, that in the person of St. Edmund, the fallen favourite of Henry III., and afterwards the [illegible] of Pontigny, we are intended really to see a portrait of his present Holiness, stripped of his temporal [illegible] and living "a prisoner in the Vatican."

I must leave your readers to draw it for themselves, business being to tell to others only what I see and [illegible]-to-day.

As probably your readers are aware, there was a farewell service held for the pilgrims last evening at [illegible]chal at Kensington, when Monsignor Patterson preached to them again, and the Bishop of Arindel, Dr. Weathers, gave them the Pilgrim Benediction according to the Roman Ritual. It was an impressive service, the church being decorated with banners, and the altar being one blaze of light. The pilgrims, who were about 350, all wore their badges.

Out of the large body of pilgrims who attended the farewell service both in the Pro-Cathedral last evening, a goodly number assembled another this morning at [illegible]t 6, to hear mass at the Bavarian Chapel in Warwick-street, Golden-square, and at other churches, where very many of them also received the Holy Communion by way of preparation for the work before them. Generally speaking, whenever I met a sight to tell of, or an incident worthy of record in the [illegible] ladies form the larger half of the party; but to-day they were far outnumbered—it will be remembered they were last year—by the male element—no doubt a sure thing in the [illegible] and [illegible] should be a priest in each compartment, in order to lead the devotions of the pilgrims. Among the large crowd which [illegible] to witness their departure are to greet them a parting benediction, Monsignor Canon, who unfortunately was prevented at the last moment from joining the pilgrimage, as soon as the train was fairly off, each of my fellow-travellers made the sign of the Cross, and the *Benedicite*, or grace before meat, was said. The prayer for a safe journey was begun, our leaders themselves repeating the versicles alternately. This was followed by the Litany of the Blessed Virgin, more commonly called the "Litany of Loreto," then even "Paternosters" for the Pope, for the [illegible] Bishops, [illegible] the Church," and lastly the "Joyful Mysteries of the Rosary," the latter being specially directed towards obtaining from Heaven the conversion of bad Catholics. We reached Newhaven [illegible] 10 o'clock, and on board the steamer "Seamew," Captain [illegible], which had brought the [illegible] from Havre. Rydes. Though the weather was fine overhead, the sea was too rough to be pleasant to most of the passengers, and scarcely had they sung the last strophe of "Ave Maris Stella," which they usually sing on leaving the harbour, than some half of them were suffering in the usual manner in various stages. As we neared the French coast, however, the sea was calmer, and we reached Dieppe punctually at 5 o'clock.

On entering the port of Dieppe nearly all on board, part of the passengers were in a state to do so sang the *Magnificat*, in accordance with the ancient practice of 500 years ago, as may be learned from a perusal of *Froissart's Beautiful Monstrelet*.

After taking our seats in the railway train which had ready to receive us on the quay, we recited the [illegible] of the Sorrowful Mysteries of the Rosary, and [illegible] for the conversion of sinners," for the conversion of England, and for the [illegible] of the Holy Father. After leaving Rouen an hour or so [illegible] the Pilgrim Manual told us, in order to allow [illegible] the [illegible] Catholic Church and [illegible] private devotions. I think, however, now, that many of my fellow-travellers were not sorry to steal a portion of that hour for [illegible] sleep.

Shortly before reaching Paris, which we reached [illegible] o'clock, some of the more enthusiastic of my fellow pilgrims went off to the church of the Jesuit Fathers in the Rue de Sevres, where it was announced in the programme that "a sermon appropriate to the occasion was to be preached, followed by Benediction." My destination was the Gare de Lyon, and in order to [illegible] directions I [illegible] myself in the [illegible] the service after the fashion of the Seven [illegible] of my journey from [illegible] will doubtless [illegible] spirit of [illegible], and it [illegible] more fully particularised for [illegible] should be necessary.

[illegible] mass at the Church of Notre Dame de Lorette, and there [illegible] mass only [illegible] Railway Station, at the buffet of which at Paris, by a little o'clock.

But our readers will ask who and what was this saint's visit whose tomb and shrine so many hundred English Roman Catholics have left the [illegible] on this first day of September. I have read his [illegible], by Alban Butler's [illegible] published by Washbourne, and with a preface by Monsignor Patterson, who, I have said, is, to Dr. Manning himself, the chief prompter of the present pilgrimage. I have also picked up an [illegible] pamphlet [illegible] sketch of St. Edme, as he is called by her [illegible] written by one of the Saint's spiritual sons, Father [illegible], published by Messrs. [illegible] several [illegible] St. Edmund a Mass, [illegible] various public libraries [illegible] and although, [illegible] I have not [illegible] consulted. Among them, as Alban Butler tells me, [illegible] by himself, [illegible] compilation [illegible] from [illegible] Bishops, [illegible] and Godw[illegible] *Anglicana* [illegible] know not [illegible] truth, that [illegible] are to be [illegible] [illegible]

I have [illegible] access, [illegible] and Rich[illegible] Reynold or Raynold Rich, a [illegible] which six centuries ago was one [illegible] for the [illegible] pilgrims [illegible] Benedic[illegible] Cistercian [illegible] Auxerre [illegible] which had formerly harboured two [illegible] in the See of Canterbury.—A Becket [illegible] and Stephen Langton under John. In this [illegible] he gave himself up to fasting and prayer, and preached frequently in the neighbouring churches. He had not been very long at Pontigny when he was ordered [illegible] go southwards for change of air. Seeing that [illegible] of Pontigny in tears at his departure, he told [illegible] would return to them on the feast of St. E[illegible] Martyr; and his words were verified [illegible] his body, after his death, being brought [illegible] the Abbey on that very day." He died on [illegible] November, 1242, at Soissy, having held the [illegible] a little over eight years. "Many miracul[illegible] cures," adds Alban Butler, "wrought through [illegible] intercession" proclaimed his power with God in the kingdom of glory, and he was canonized as St. Edmund by Innocent V. four years after his death. His body, on being taken up, was found entire, with the joints flexible, and it was translated with great pomp in the presence of St. Louis, his Queen, Blanche, and a large number of Bishops and nobles. The precious relics remain to this day the glory of that monastery, which after our English saint is called St. Edmund's of Pontigny. Martenne, the learned Benedictine monk, tells us in the last century that he saw and examined his body, which was perfectly with[illegible] any [illegible] of corruption, adding that [illegible] of the [illegible] was [illegible] evidently [illegible] [illegible] balming during above [illegible] years." He thus describ[illegible] the [illegible] through a c[illegible] of the [illegible] [illegible] [illegible]